

NNSA RESPONSES TO QUESTIONS RECEIVED ON 4-28-06

**REFERENCE THE PREVIOUSLY POSTED DOCUMENT LABELED:
"RESPONSES TO QUESTIONS RECEIVED AS OF 4-21-06 (RFP DE-RP52-06NA25694)"**

1. The response to Question 70 states that an existing, off-site FAA-approved 119.65 management team is acceptable for this proposal. It also states that it is not the government's intent to require a separate Albuquerque-based management team.

a. Do you intend for the offeror to have an FAR 119.65 team dedicated exclusively to the OST contract, even if the team is off-site?

NNSA RESPONSE: NO. HOWEVER, THE CONTRACTOR MUST ENSURE ITS 14 CFR PART 119.65 KEY PERSONNEL ARE BOTH AVAILABLE AND ABLE TO FULFILL ALL CONTRACT REQUIREMENTS.

b. If the offeror's existing FAA-approved FAR 119.65 key personnel do not meet the additional requirements in the RFP, must they be replaced in order to bid the contract?

NNSA RESPONSE: YES. OFFERORS MUST PROPOSE KEY PERSONNEL WHO MEET ALL RFP REQUIREMENTS.

c. Does the CO really intend to exercise initial and replacement approval authority for the off-site FAR 119.65 key personnel, even though they are responsible for all off-site operations that are already in operation and independent of this contract?

NNSA RESPONSE: YES. THE CO MUST APPROVE ANY KEY PERSON THAT WILL HAVE OVERSIGHT OF THE OST CONTRACT. AS LONG AS THE KEY PERSON MEETS THE REQUIREMENTS LISTED - THAT PERSON WILL BE APPROVED.

d. Or, do you intend merely to have approval authority over any local or off-site management team that might be dedicated to this contract?

NNSA RESPONSE: YES. THE CO MUST APPROVE ANY KEY PERSON THAT WILL HAVE OVERSIGHT OF THE OST CONTRACT. AS LONG AS THE KEY PERSON MEETS THE REQUIREMENTS LISTED - THAT PERSON WILL BE APPROVED.

e. Is it acceptable to list as key personnel an off-site Chief Pilot who is not dedicated to this contract?

NNSA RESPONSE: YES. AS LONG AS THE CHIEF PILOT IS BOTH AVAILABLE AND ABLE TO FULFILL ALL RFP REQUIREMENTS

f. Must that Chief Pilot be qualified and kept current in at least one of the OST-contract aircraft, as well as the aircraft in which the offeror already requires him or her to be qualified?"

NNSA RESPONSE: NO

2. Question, 41, 51, and 69 all address dispatch or flight following requirements. All answers state that the contractor shall dispatch and flight follow all flights in accordance with the carrier's 121 op specs. "Dispatch" and "flight following/flight release" are separate technical terms that involve separate requirements, dispatch being the more expensive one. Dispatch is required for flag and domestic operations; flight following is acceptable for supplemental operations, whether conducted by flag, domestic, or supplemental operators. You either dispatch or flight-follow, and neither is required by regulation for on-demand 135 operations. Only "flight locating" is required under Part 135.

a. If the contractor is a supplemental air carrier, is it acceptable to use a flight following function rather than a full dispatch operation?

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NNSA RESPONSE: NO. FOR ALL DC-9 OPERATIONS A LICENSED DISPATCHER MUST BE ON DUTY AS SPECIFIED IN THE SOW PARAGRAPH 4.(a)(12).

b. If the contractor is a domestic or flag air carrier, is it acceptable to use a flight following function under this contract rather than a full dispatch operation?

NNSA RESPONSE: NO. FOR ALL DC-9 OPERATIONS A LICENSED DISPATCHER MUST BE ON DUTY AS SPECIFIED IN THE SOW PARAGRAPH 4.(a)(12).

c. There are no regulatory requirements that require Part 135 dispatch or flight following. Must the contractor still be required to flight follow Part 135 aircraft, whether public or civil, if their ops specs do not require flight following in this case? It is assumed here that a full dispatch operation would not be required."

NNSA RESPONSE: YES, THE CONTRACTOR WILL PROVIDE FLIGHT FOLLOWING FOR ALL FLIGHTS, PUBLIC OR CIVIL, IN ACCORDANCE WITH THE SOW PARAGRAPH 4.(a)(12).

3. The response to Question 44 states that the Government does not intend to fly five or more aircraft during any given 24-hour period, and it refers the offerors to the published "typical" schedule. However, the incumbent contractor has often flown five or more aircraft on the same day, and the published "typical" schedule does not reflect peak aircraft demand.

a. Does this response allow the offeror to staff to fly only four aircraft at a time?

NNSA RESPONSE: THE ACTUAL 12-MONTH FLIGHT HISTORY FOR CY 2005 WAS POSTED TO THE DOE E-CENTER ON MAY 4, 2006. THE HISTORY REFLECTS ONLY 3 OCCASIONS (IN OCTOBER 2005) WHERE 5 AIRPLANES WERE FLOWN ON THE SAME DAY. OFFERORS MUST STAFF TO MEET CONTRACT REQUIREMENTS.

b. Is there any penalty to the contractor if it is asked to fly five or more aircraft on the same day but is unable to do so because it staffed to fly no more than four aircraft on the same day?

NNSA RESPONSE: NO, THERE IS NO PENALTY TO THE CONTRACTOR IF UNABLE TO MEET THE REQUESTED SCHEDULE FOR FIVE OR MORE AIRCRAFT. THE ACTUAL 12-MONTH FLIGHT HISTORY FOR CY 2005 WAS POSTED TO THE DOE E-CENTER ON MAY 4, 2006. THE HISTORY REFLECTS ONLY 3 OCCASIONS (IN OCTOBER 2005) WHERE 5 AIRPLANES WERE FLOWN ON THE SAME DAY. OFFERORS MUST STAFF TO MEET CONTRACT REQUIREMENTS. OFFERORS SHALL PROVIDE STAFF RESOURCES TO FULFILL THE REQUIREMENTS OF THE SOW, PARAGRAPH 3.(b) & 4.(a)(6&7).

c. Even though it is not the intent to fly five or more aircraft on the same day, do you intend to have the offeror propose a staffing level that would allow for worst-case scheduling, up to and including the launch of all seven aircraft on the same day?"

NNSA RESPONSE: THE ACTUAL 12-MONTH FLIGHT HISTORY FOR CY 2005 WAS POSTED TO THE DOE E-CENTER ON MAY 4, 2006. THE HISTORY REFLECTS ONLY 3 OCCASIONS (IN OCTOBER 2005) WHERE 5 AIRPLANES WERE FLOWN ON THE SAME DAY. OFFERORS MUST STAFF TO MEET CONTRACT REQUIREMENTS. OFFERORS SHALL PROVIDE STAFF RESOURCES TO FULFILL THE REQUIREMENTS OF THE SOW, PARAGRAPH 3.(b) & 4.(a)(6&7).

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4. The response to Question 63 states that "new employees will not be penalized while waiting for approved security clearance." We are uncertain as to what work restrictions will be placed on uncleared employees.

a. Will an uncleared new-hire dispatcher be allowed to dispatch or release sensitive missions, such as agent movements, limited life component missions, or classified research missions?

NNSA RESPONSE: NO. HOWEVER SENSITIVE MISSIONS ACCOUNT FOR ONLY A SMALL PERCENTAGE OF OST MISSIONS.

b. If an uncleared dispatcher cannot be used to work sensitive missions, must he/she be physically removed from the secure dispatch area while these missions are in progress?

NNSA RESPONSE: YES. HOWEVER, SENSITIVE MISSIONS ACCOUNT FOR ONLY A SMALL PERCENTAGE OF OST MISSIONS, AND MAY NOT INCLUDE AGENT MOVEMENTS OR RESEARCH MISSIONS.

c. If an uncleared dispatcher cannot be used to work sensitive missions, must he/she be physically removed from the secure dispatch area while these missions are being planned or discussed in advance?

NNSA RESPONSE: YES. HOWEVER, SENSITIVE MISSIONS ACCOUNT FOR ONLY A SMALL PERCENTAGE OF OST MISSIONS, AND MAY NOT INCLUDE AGENT MOVEMENTS OR RESEARCH MISSIONS.

d. Will an uncleared new-hire pilot or flight mechanic be allowed to fly on sensitive missions, such as agent movements, limited life component missions, or classified research missions?"

NNSA RESPONSE: NO. HOWEVER, THE OST FACILITY SECURITY OFFICER MAY ALLOW AN UNCLEARED PERSON ON A CASE-BY-CASE-BASIS. FURTHERMORE, SENSITIVE MISSIONS ACCOUNT FOR ONLY A SMALL PERCENTAGE OF OST MISSIONS, AND MAY NOT INCLUDE AGENT MOVEMENTS OR RESEARCH MISSIONS.

5. The response to Question 80 indicates that DOE will order and pay for aircraft manual subscriptions as cost-reimbursable under CLIN 007. This answer appears to contradict RFP Section L, paragraph L004(c)(6), which states that "initial and subscription costs for aircraft flight manuals, part catalogs, manufacture's maintenance manuals, etc.," are to be factored into the firm fixed price CLINs 001 through 005 unless used for unscheduled maintenance. With the exception of manuals required for unscheduled maintenance:

a. Will all manufacturers' manuals be purchased and approved by DOE outside of this contract?

NNSA RESPONSE: NO

b. Will all manufacturers' manuals be purchased by the contractor as reimbursable under CLIN 007?

NNSA RESPONSE: YES

c. Will all manufactures' manuals be purchased by the contractor as a firm fixed price under CLINs 001 through 005?

NNSA RESPONSE: NO